





## Mails.

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PARQUEMENTS POSTE FRANÇAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERRY,  
MADRAS, CALCUTTA, ADEN, SUEZ,  
PORT SAID.

MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSEILLES, AND PORTS  
OF BRAZIL, AND LA PLATA;  
LONDON, HAVRE, BORDEAUX,  
DUNKIRK AND ANTWERP.

ON WEDNESDAY, the 26th January, 1888, at Noon, the Company's Steamship *DAEMIANH*, Commandant VAGTER, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 24th January, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, January 12, 1888. 72

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF SYDNEY* will be despatched for San Francisco via Yokohama, on SATURDAY, the 25th January, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—  
To San Francisco and return, \$200.00  
To San Francisco and return, \$350.00  
To Liverpool ... 333.00  
To London ... 338.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. the same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Social Europe, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,  
Agent.

Hongkong, January 21, 1888. 113

## NORDDEUTSCHER LOYD.

## NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN,  
SUEZ, PORT SAID,  
TRIESTE, BRINDISI, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA & BALTIC PORTS;

ALSO,  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

Shipping Orders will be granted till  
Noon, Cargo will be received on board  
until 4 p.m., Specie and Parcels until 3  
p.m. on the 19th February. (Parcels are  
not to be sent on board; they must be  
left at the Agency's Office.) Contents and  
Value of Packages are required.

The Steamer has splendid Accommodation  
and carries a Doctor and Stewardess.

For further Particulars, apply to  
MELOERS & Co.,  
Agents.

Hongkong, January 23, 1888. 117

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be responsible for  
any Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:—

ANNE ROWE, Hawaiian brig, Captain J.  
Phillips.—Wieler & Co.

KATE, British barque, Capt. W. Summers.  
—Order.

JOHN D. BREWER, Amer. barque, Capt.  
W. L. Josselyn.—Russell & Co.

MANUEL, Spanish barque, Capt. Estival.  
—Remedios & Co.

TARAPACA, British barque, Captain J. E.  
McArthur.—Gibb, Livingston & Co.

## Mails.

## CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS  
TO JAPAN, CANADA, THE  
UNITED STATES, AND EUROPE,  
VIA  
THE CANADIAN PACIFIC RAILWAY  
AND OTHER CONNECTING  
RAILWAY LINES & STEAMERS.

The British Steamship *ABYSSINIA*,  
3,651 Tons Register, Lieut. Com-  
mander, will be despatched for VAN-  
COUVER, B.C., via KOBE and YOKO-  
HAMA, on FRIDAY, the 27th January,  
1888, at 3 p.m.

To be followed by S.S. *BATAVIA*,  
on the 28th February, and S.S. *PARTHA*,  
on the 24th March.

Connection will be made at Yokohama  
with Steamers from Shanghai and Japan  
Ports, and at Vancouver with San Fran-  
cisco, by the regular Steamers of the  
Pacific Coast Steamship Company.

Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-  
Atlantic lines of Steamers.

First-class Fares granted as follows:—  
To Vancouver and return, \$160.00  
To Victoria and San Francisco 170.00  
To all common points in Can- 200.00  
ada and the United States )  
To Liverpool ... 300.00  
To London ... 305.00

To other European points at proportion-  
ate rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service,  
and the Imperial Chinese and Japanese  
Customs, to be obtained on application.

Consular Invoices to accompany Cargo  
destined to points in the United States,  
should be sent to the Company's Office,  
addressed to Mr. D. E. BROWN, District  
Freight Agent, Vancouver, B.C.

Freight will be received on board until  
4 p.m. on the 26th January, 1888.

All Parcels must be sent to our Office  
and should be marked to address in full;  
and the same will be received by us until  
5 p.m. the day previous to sailing.

For information as to Passage or Freight,  
apply to  
ADAMSON, BELL & Co.,  
Agents.

Hongkong, December 24, 1887. 2502

## STEAM FOR

SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID,  
MALTA, MARSEILLES, GIBRALTAR,  
BRINDISI, ANCONA, VENICE,  
TRIESTE, PLYMOUTH,  
AND LONDON;

ALSO,  
BOMBAY, MADRAS, CALCUTTA, AND  
AUSTRALIA.

N.B.—Cargo can be taken on through Bills  
of Lading for BATAVIA, PERMAN  
SUEZ, PORTS, MARSEILLES,  
TRIESTE, HAMBURG, NEW YORK  
AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S OFFICE, HONGKONG.

Freight will be received on board until 4  
p.m. the day previous to sailing. Parcel  
Packages will be received at the office until  
5 p.m. the same day; all Parcel Packages  
should be marked to address in full; value  
of same is required.

Consular Invoices to accompany Cargo  
destined to points beyond San Francisco,  
in the United States, should be sent to the  
Company's Office in Social Europe,  
addressed to the Collector of Customs at San  
Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 50A, Queen's Road Central.

C. D. HARMAN,  
Agent.

Hongkong, January 21, 1888. 113

Occidental & Oriental Steam-  
Ship Company.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.

THE Steamship *SAN PABLO* will be  
despatched for San Francisco, via  
Yokohama, on WEDNESDAY, the 1st  
February, at 3 p.m.

Connection being made at Yokohama  
with Steamers from Shanghai and Japan  
Ports.

All Parcel Packages should be marked to  
address in full; and same will be received  
at the Company's Office, until 5 p.m. the  
day previous to sailing.

First-class Fares granted as follows:—  
To San Francisco and return, \$230.00  
To San Francisco and return, \$350.00  
To Liverpool ... 333.00  
To London ... 338.00

To other European points at proportion-  
ate rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service,  
and the Imperial Chinese Customs, to be  
obtained on application.

Passengers, who have paid full fare, re-  
embarking at San Francisco for China or  
Japan (or vice versa) within one year will be  
allowed a discount of 10%. This allowance  
does not apply to through fares from China  
and Japan to Europe.

Consular Invoices to accompany Cargo  
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tor of Customs, San Francisco.

For further information as to Freight  
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Company, No. 50A, Queen's Road Central.

C. D. HARMAN,  
Agent.

Hongkong, January 24, 1888. 68

## To-day's advertisements.

## NOTICE.

ALL Persons having CLAIMS against  
the PROPERTY of the late Lieuten-  
ant H. O. BLACKALL, Royal Engineers,  
are requested to forward them to the Com-  
manding Royal Engineer, R. E. Office,  
before 7th February proximo, after which  
date No Claim will be entertained by the  
Committee of Adjustment.

Hongkong, January 24, 1888. 124

## OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rates  
for NINGPO, CHEFOO, NEW  
CHWANG, TIENTSIN, HANKOW, and  
Ports on the YANGTZE.)

The Co's Steamship  
*Palamed*,  
Capt. JACKSON, will be  
despatched as above on  
THURSDAY, the 26th inst., at Daylight.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, January 24, 1888. 92

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates  
for CHEFOO, HANKOW, and Ports  
on the YANGTZE.)

The Co's Steamship  
*El Dorado*,  
Capt. PAYNE, will be  
despatched as above on  
THURSDAY, the 26th inst., at 4 p.m.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, January 24, 1888. 123

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY & FOCHOW.

The Co's Steamship  
*Haitan*,  
Capt. S. ANTON, will be  
despatched for the above  
Ports on FRIDAY, the 27th inst., at  
Daylight.

For Freight or Passage, apply to  
DOUGLAS LAFRAIK & Co.,  
General Managers.

Hongkong, January 24, 1888. 122

## SHIPPING.

ARRIVALS.

January 23, 1888.—  
*Ashtoria*, British steamer, 809, W. Rey-  
nold, Saigon January 19, General.—SIEM-  
SEN & Co.

January 24.—  
*Kwongkong*, British steamer, from Wham-  
poa.

*Haitan*, British steamer, 1,182, S. Ash-  
ton, Fochow January 20, Amoy 22, and  
Yokohama and Kobe.

Departures.

January 24.—  
*Palamed*, British steamer, 1,616, C. Gadd,  
Bomby January 4, and Singapore 17.  
General.—P. & O. S. N. Co.

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A CORRESPONDENT has kindly sent us the following extract from a letter, dated Jan. 4th, received from Mr. Thomas Paton, a member of the British and Foreign Bible Society, giving harrowing details of the sufferings endured by the people in the districts flooded by the Yellow River. The letter, which is dated from Wei-hai-fu (Honnan), runs as follows:—"Since I wrote you some time since I got to Chochia-kin (H) On the 17th Dec. I came home by the east side of the flood, so making the circuit of the whole to the north of it. I sent to Mr. Muirhead, and now we are in receipt of more than £500 for distribution. I am also to receive 1000 taels from the Chinese here, who have come from Shanghai. Messrs. Coulthard, Simmon, Johnston, Douglas, Howard and myself, had a meeting, with the result that we went by pairs in three different directions. I went alone up over the north part again to see how far the authorities were feeding the poor starved-out wretches. Hard freezing set in, and now all the country is frozen over, no boats can go to the villages, and ice can't bear walkers as yet. So after two days fighting with the ice, I came back, and await the rest coming in, for concerted measures for carrying on permanent distributing work. In all the large cities there are but a few erected by the authorities, 8 ft. long, 6 ft. broad, in A-shape, mostly of 'praching,' or black millet stalks. These are enclosed by walls 1 ft. high, and the whole guarded by soldiers. Each hut contains from 4 to 6 occupants; barely lying room. There are 4 such encampments in Chochia-kin, with an average of 2,000 huts in each encampment. So there are between 30,000 and 40,000 people being fed by the authorities in this one place alone. No strangers are allowed in these places, and the people in them must take a small piece of bamboo with them to return it when they enter. In these places one huge cooking place is erected, and two large bowls of porridge of rice and rice is served out to each person in camp—also to numbers of villagers who come for it. In Kai-fung-fu, and four other places, the same thing is arranged for. It just serves to keep the life in. It is awfully cold here just now. I can't keep warm, so what the poor wretches do I can't tell. The whole country is a sad spectacle, and strange stories are told—despairing, wild, hopeless and almost beyond belief. The officials are succeeding in keeping splendid order, but what a few months hence may bring forth, who can tell. Officials from highest to lowest are all busy at the breakage; but now has reached as that after having got on to what they thought was a closure of the hole, a high north wind, with a wild torrent, came, and all is over now that it was at first. Now all the country people who were engaged on the work have returned to their homes for the time being. I had no hope of their doing any good from what I saw going on, and now I fear it is so late in the season that it will not be closed this year, and, dear me, what an awful misery will be the result, over at least three provinces. Disease will soon follow—it is beginning already."

We fear, judging from the Rouler's telegram which we publish to-day, that the *Pail Mall Gazette's* prognostications with regard to the result of the Fisheries Commission are likely to come true. That newspaper writes to more than a month ago:—"What will come of the Fisheries Conference? According to one of the latest telegrams from America, 'a settlement is expected' which will prove 'satisfactory to all parties.' According to another, 'the chances of an agreeable settlement are in the remote future.' Split the difference between these two accounts, and what remains? Why, what a third telegraphic states—namely, that things are more or less as they were, but that 'a late dinner party has been given to Mr. Chamberlain.' Sir Chamberlain's 'dinner party' will have had a pleasant outing. Will come back empty."

It is reported from Nepal that the relatives of Rantir Jung, with a force of four thousand men, have attacked and seized Jaleswar and Kutchery.

KANPARIK news states that all the Amoy's spare troops in Southern Afghanistan have been ordered up to the Ghazni district, but the object of the movement is not known.

A JAPANESE native paper says that the Hongkong and Shanghai Bank has purchased premises in Seoul in which to establish a branch of the bank.

The *Oxford Mail* says:—"Mrs. de Novikoff, or O.K., to use the non de plume by which she is better known, is now paying one of her periodical visits to London. A great part of the diplomacy of Russia has always been conducted by non-official means, and Mrs. de Novikoff is understood to have relations of the most confidential character with the Czar on the one hand, and on the other with such English politicians and publicists as favour the Russian cause. Her presence here just now is an indication that Russia is looking forward to some crisis in which the influence of England in some way or other may affect her designs."

Mr. HENRI DE BENEDETTI.—Speaking on Dec. 12 at a dinner, after the Grimsby fish stock show, Mr. Hennege, M.P., said:—"The question of bimetallism was of great importance to both trade and agriculture. The injurious effects of the present system were illustrated by the recent fall in the price of wheat, which was not owing to something that happened in America or England, but owing to large shipments from India. That serious depreciation did not do good to any section. Bread was no longer a staple, and the price of wheat in England fell from 30s. to 25s. per quarter. By its monetary system India obtained a practical value of 25 per cent. by exchanging wheat for gold and English wheat lost just that amount. If a bimetallic currency existed the rupee would increase in value and the price of corn in England be raised to a remunerative price. When France, with its bimetallic, had a gold and silver standard of exchange it practically governed the rest of the world."

RUSSIA is suffering from an unnecessary attack of officialism, a remarkable instance of which is recorded by a Rangoon contemporary. So long ago as January last, a contract with the India Office authorities was entered upon for the supply of a Tougoo Mandalay Railway. They accordingly turned up, and were duly slung off to their destination, where everything was ready for their reception. "When the platelayers started work, however, the rails were found to be of a different pattern, bolts and spikes. This, of course, meant a delay of another three months, because the new rules relating to the store department require that all plant and material shall be supplied direct from London. Evidently the good folk at Whitehall need a little waking-up."

THE *San Francisco Chronicle* says:—"The sentence of Wong Ah Hong to a term of five years in the State Prison and to pay a fine of \$2000 ought to have a wholesome effect on the gang of slave-dealers who have grown rich from the traffic in Chinese women for immoral purposes. For years no one familiar with Chinese affairs has had the slightest doubt that this traffic was being carried on here, and that it was aided by officials who found it profitable to permit it. The carelessness of this head of the police brooked led to his own undoing and to the exposure of the methods adopted for bringing in these women. This novel blockade-running was a sign of most of its dangers by the extreme leniency of the Federal Court, and the result was that the leading brokers in the business believed that they would ply their traffic safely here as in Hongkong. Wong has discovered his mistake, and we fancy that his 'partners' will be slow to engage in the shipping of any more almond-eyed damsels until the present system of indulgence has been changed. Meanwhile they will probably make use of the Canadian route by way of Victoria, which offers exceptional facilities for this importation."

A DISCRIMINATING bull has had its character discussed in the Derby County Court, and the result leaves a problem to be solved. It is clear that this bull discriminated between artists and amblers. He left the former unmolested, but his passionate antipathy to the pursuer of the gentle craft was the motive of the case. The stugler was from Derby, a French polisher, out for a day's fishing in the Trent, at Kingley. He had not cast his line once, but was only looking for a favourable place to begin, when his contemplated employment was rudely postponed by the blowing of the bull immediately in his rear. He was between the devil and the deep sea—or, at least, between the bull and the deep water—and had a pardonable desire to find a shallower place to plunge into. In his short race he tripped over a tuft of grass, and the bull galloped over him, trampling on his prostrate figure as he lay. Now on the claim for damages all the evidence against the bull was from other anglers; the testimony in its favour was from artists, and so emphatic was this evidence as to the peaceful disposition of the bull that the verdict was given for the defendant. An artist's class in the field, and the lady sketched declared the bull to be so quiet that they made a pet of it. Clearly the case is one for a committee of inquiry on the part of Isaac Walton's followers, unless it is to be summarily concluded that the animal, by tranquility or instinct, was brought to stop its interference away from this sketching class. —*Daily News*.

THE *Sikh Press* says that over Rs. 1,000,000 have already been subscribed towards the Yellow River sale of titles funds. It is estimated that 20,000 stocks of millet stalks will be needed in order to stop the great gap, each stock requiring 50 large carts to bring it to the spot. So far, almost everything has been successful in collecting more than 30 stocks a day. Already Rs. 8,000,000 in money or rice have been diverted or appointed to the relief and labour fund. Superstition is said to have directly caused the disaster, for the story is repeated that the River Victory Ch. G. neglected to take warning on the ground that the day was an 'evil' day, and was therefore the proposed work was not done. The Governor of Shantung estimates that he will incur an extraordinary expenditure of Rs. 1,800,000 in digging parallel channels, cutting off curves in the river, and strengthening the banks of the Shantung channel in readiness for the resumption of the river to its old course. On the other hand the people of T'ai-chow in Shantung are said to be bemoaning themselves with a view to resisting the reappearance of the unwelcome river. An express law (according to the *Hu Pao*) been received at Peking from the Governor of Hunan announcing the arrival of the Imperial Commissioner to inspect the river, and the death by drowning of 4,000 people. It appears that 2,000 bamboo rafts had been laden with stones in order to create a 'pa' (which seems to here mean a breakwater). No sooner had the rafts reached the middle of the stream than they were encircled with three mandarins and 4,000 men.

The *Sikh Press* says that the river has been removed from its post, but it is said that he was no worse than his predecessors, and that he is in reality a victim to the spite of one of his subordinates whose peculations he was endeavouring to limit.

THE *Ceylon Observer* says:—"Our Australian telegrams announce that Sir Charles Mitchell is to go from Fiji to the Leeward Islands in succession to Lord Gormanston, who, however, has only been out three years. No doubt the latter is also to get a step on. Sir Charles will not be going, however, the salary being the same, £3,000. More important is the announcement that Sir Frederick Weld is to go to Mauritius. It is evident that while deciding so far in favour of Sir John Pope Hennessy, the Colonial Office out of respect to Sir Hercules Robinson—who they had treated very badly and who was with difficulty prevented from resigning at the Cape in order to get home and have the battle out—and regard to the peace of leading officials in Mauritius—re-arranged that the cause of all the trouble should not return to P. R. Louis, but should continue on leave till his time was out. Mauritius is not the only place with gubernatorial trouble. Western Australia has been over in a greater ferment. Governor Sir Napier Broome (ex-London Times' correspondent, as is Mr. Justice Scott of Bombay), after getting rid of an obnoxious Attorney-General, suspending him and virtually forcing him to retire, and nearly disposing of his Surveyor-General in the same manner, has been followed by a similar suspension of Ch. J. Justice O'Connell. A West Australian paper by this mail begins a long article on the subject with the following characteristic sentences:—"Hennessy, Gordon and Broome—three names which designate a trio of the most unpopular and heartily detested Colonial Governors that ever ruled over a dependency of the British Crown. Of this ignominious trio, the last-named individual is beyond all doubt the least able, and the most detested—for which unenviable reputation he has—but himself to thank. The gubernatorial history of Sir Frederick Napier Broome is indeed a curious one for thinking that it is a 'front' address of an interesting one, inasmuch as it serves to show to what an extent a man may err when he gives free rein to his passions."

No trade has been more shadowed by the clouds of the past year or two than the trade in pictures. The market has been over-supplied, the dealers have accumulated stocks of small and depreciated pictures; and have been unprofitable, to my knowledge, at a change, however, can now be reported, for many of the exhibits at the Water Colour Society have already been sold, and the demand this week amounted to something like the old rule. It is true that dealers have not bought in anticipation of groups of drawings, in anticipation of the public demand for works of the better known artists, but the public have come forward with more alacrity on this occasion than has been shown for some seasons past. A reaction, in short, is making itself apparent. For one reason, pictures are now priced at less than the old prices, but the Stock Exchange and Mining-lane are making money somewhat rapidly, and the overflow runs into this particular luxury. Artists therefore cannot be indifferent to the improvement of tone in the City. —*Daily News*.

#### A CHINESE NEWSPAPER ON EUROPEAN POLITICS.

(From a Canton Correspondent.)

The articles in the native newspapers on European politics are a sign of the times. The Canton Chinese, provided he can read original characters, need no longer be in ignorance of what is transpiring in foreign countries.

The tendency of articles like the following from the *Kuang Lo* is certainly to increase the stock of ideas acquired by the untravelled native and lead him 'in mind's eye' to traverse more ground than is comprised in the eighteen provinces of China. The article, although containing one or two mistakes, shows that the writer is an intelligent student of European affairs. It runs as follows:—

Russia is one of the most powerful of European kingdoms and at the same time the one most dangerous to the peace and stability of the rest. Swollen with pride and vain-glory she seeks to become mistress of the world. Actions speak louder than words, and Russia's action makes clear the end and aim of her policy. Russia and England are well matched, being of nearly equal strength, as were the Kingdoms of Tait and Tait in the days of the contending States. On the West England is all powerful, whilst on the North the might of Russia predominates. One naturally asks, whether the two nations are so far removed from each other, what cause of quarrel can be between them? The cause is Turkey, or, to speak more correctly, Afghanistan. And why Afghanistan? Because 'the last named country is, as it were, the very gate of India. Turkey and Russia are countries adjacent, to each other, and a large number of Turks belong to the Turkish Empire. Further, the system of government in Turkey is a bad system, and those in authority are too weak to maintain a proper control. These circumstances combine to inflame the desire of Russia to become mistress of the world, and to give her a claim in her way to England. Thus in 1878, when the quarrel between Russia and Turkey was being fought out, England interposed to preserve the independence of the weaker Kingdom. Russia balked of her object, was driven to look elsewhere for the gratification of her ambition and that of power. Her gaze was directed towards China, and she endeavoured to compel the ruler of that country to acknowledge Russian supremacy. This led in 1879 to an English war in Afghanistan. It had long been the intention of Russia to reduce Afghanistan and make this conquest the means of gaining India. England, being the ally of China, did not allow the empire in India to be under the necessity of guarding the approaches thereto. To allow Russia to conquer Afghanistan, would be a fatal stroke of policy on England's part. Thus the situation becomes simplified. Russia wants to get England and China to keep her from getting Afghanistan, and the conflict of the two nations is a small kingdom has led these two mighty nations several times to the verge of war.

England's nearer neighbours are all friendly to her and she is under no apprehension from them, but Russia is a foe to be constantly dreaded, for Russian greed is insatiable. England, therefore, to be secure in acquiring English territory in 1882 Russia sent to spy out the land in one of England's dependencies with a view to discover both their weakness and their strength and how they might be assailed. Her intention at the time was to take some of England's Australian colonies, and that of venturing ground to seize on other British possessions in the South Ocean. England, however, made a timely discovery of Russia's view and prevented them from being carried out. Since that date England has been more than ever on the guard. This is the reason why she is now adding to the strength of her defences in the various colonies, aiming to render them as impregnable as possible. Look again at the instance of Korea as revealing the true relations between England and Russia. No one can say that a nation as distant as Korea had any interest for England, nor had it till Korea began to have an interest for Russia. When this fact became apparent England at once took steps to secure her position in the country, desiring nothing more than to keep Russia out. Afterwards, when Russia manifested no further disposition to encroach in this direction, Port Hamilton was given up. This is a plain proof that England is not anxious to hold Korea and only feared that it might become a Russian dependency. The same reasoning is sufficient to make clear the relation at present existing between Russia and England.

Germany and Russia again are not countries that border on each other. Why then should they be at enmity, yet the fact is undeniable that there at present exists no little ill feeling between the two nations. The reason is that for the war between France and Germany Russia went into alliance with Germany, and to this the latter power would not consent. Thereupon Russia joined hands with France, and this action on her part resulted in a breach between Russia and Germany. The next move on the part of Germany was intended to break this Russian French compact, and this she strove to do by the aid of Austria, Germany, Prussia and Russia were to be allies, and France left out to shift for herself. But the real relations of Russia with Germany were never friendly and the alliance was in name only. Moreover, France did her utmost to stir up strife and to deepen ill feeling. 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INSURANCE COMPANY.**

THE Undersigned, Agents for the above  
Company, are authorized to Insure  
against FIRE at Current Rates.

**GILMAN & Co.**  
Hongkong, January 1, 1882. 14

**QUEEN FIRE INSURANCE COM-  
PANY.**

THE Undersigned, Agents for the above  
Company, are prepared to ACCEPT  
RISKS against FIRE at Current Rates.

**NORTON & Co.,  
Agents.**  
Hongkong, July 15, 1887. 1340

## Intimations.

## The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL.

IS PUBLISHED to suit the Departure  
of each English and French Mail  
Steamer for Europe. Formerly the Over-  
land issue was published fortnightly; but  
as it was deemed of special importance that  
a weekly budget of news should be prepared,  
it was decided to issue it weekly. Sub-  
scribers at Home, and those at the Coast  
Ports and in the interior, who find the  
Overland edition a convenient form of news-  
paper for their personal use, will welcome the  
change. The *Overland China Mail* now a  
weekly compendium of news from the Far  
East, contains special Commercial Intelli-  
gence, special tables of Shipping, and other  
information. The various Reports of Courts  
and Meetings, and all other news, are given  
in full as they appear in the Daily issue.

The attention of Advertisers is directed  
to a weekly newspaper, which is circulated  
among all China's hands, and others, both  
at home and in the Far East, who do not  
take the daily journals.

The *Overland China Mail* will be regularly  
posted from the China Mail Office to sub-  
scribers, on their addresses being forwarded  
to us.

Subscription:—  
Per Annum, . . . \$12.00, postage, . \$1.00  
" Quarterly, . . . 3.00, " . 0.25  
" Single Copy, . . . 0.30.

China Mail Office, Hongkong.

**NOW PUBLISHED.**

**BUDDHISM: ITS HISTORICAL,  
THEORETICAL AND POPULAR  
ASPECTS.**

BY  
ERNEST EITEL, PH.D., TUBING.  
REVISED, WITH ADDITIONS.

Price, . . . \$1.50.  
LANE, CRAWFORD & Co.  
Hongkong, August 20, 1881. 103

**PUBLICATIONS.**

**'CHINA MAIL' OFFICE.**  
CHINA REVIEW—published once in  
Two Months.

**OVERLAND CHINA MAIL**—for every  
Weekly Mail.

**CHINA MAIL—Every Day.**

Orders for Printing and Book-binding  
promptly executed at MODERATE CHARGES.

**'CHINA MAIL' OFFICE,**  
2, WYNDHAM STREET (behind the Club).

**Hongkong Rates of Postage.**

In the following Statements and Tables  
the Rates are given in cents, and are for  
Letters per *half ounce*, for Books and  
Pamphlets, *per two ounces*.

Newspapers over four ounces in weight  
are charged as double, triple, &c., as the  
case may be, but such papers or packets  
may be sent at Book Rate. Two  
Newspapers must not be folded together as  
one, nor must anything whatever be inserted  
except book file Supplements. Printed  
matter may, however, be enclosed, if the  
whole be paid at Book Rate. Prices Cur-  
rent may be paid either as Newspapers or  
Books.

Commercial Papers signify such papers  
as, though written by Hand, do not bear  
the character of an actual or personal cor-  
respondence, such as invoices, deeds, copied  
music, &c. The charge on them is the same  
as for books, but, whatever the weight of  
a packet containing any partially written  
paper, it will not be charged less than 5  
cents.

The limit of weight for Books and Com-  
mercial Papers for Foreign Post Offices is  
4 lbs. Patterns for such offices are limited  
to 3 ounces, and must not exceed those  
dimensions: 8 inches by 4 inches by 2  
inches.

**Countries of the Postal Union.**  
The Union may be taken to comprise all  
civilized countries except the Australasian  
and Cape Colonies.

**Postage to Union Countries.**  
General Rates, by any route:—  
Letters, 10 cents per 1/2 oz.  
Post Cards, 3 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents each.  
Books, Pamphlets, &c., 2 cents each.  
Comm. Papers, 2 cents per 1/2 oz.

There is no charge on redirected corre-  
spondence within the Postal Union.

**Postage to Non-Union Countries.**  
Australia, New Zealand, Tasmania, and  
Fiji, via Torres Straits: Letters, 10; Re-  
gistration, 10; Newspapers, 2; Books and  
Pamphlets, 2; Via Ceylon, Letters, 25; Re-  
gistration, 10; Newspapers, 2; Books and  
Pamphlets, 2.

8 African Colonies: Letters, 25; Re-  
gistration, 10; Newspapers, 2; Books and  
Pamphlets, 2.

Mr. Andrew Wind,  
News Agent, &c.,  
21, PARK ROW, NEW YORK,  
is authorized to receive Subscriptions,  
Advertisements, &c., for the *China Mail*,  
*Overland China Mail*, and *China Review*.

## LOCAL POSTAGE.

General Local Rates for Hongkong,  
Macao, China, Japan, Siam, direct (d),  
Cochin-China, Tonquin, and the Philip-  
pines:—

Letters per 1/2 oz., 5 cents (d).  
Post Cards, each, 1 cent.  
Books and Pamphlets, per 2 oz., 2 cents.  
Newspapers and Prices Current, each, 2  
cents.

Registration, 5 cents.  
(d) Via Singapore, 10 cents.  
(e) Between Hongkong, Ceylon, and Macao  
2 cents.

**Local Delivery.**  
1. All correspondence posted before 5  
p.m. on any week day for addresses in  
Victoria will be delivered the same day,  
and generally within two hours, unless the  
delivery is delayed by the Contract Mail.

2. Invitations, &c. can generally be  
delivered within the hour, at the private  
houses of the addressees rather than at  
places of business, if a wish to that effect  
be expressed by the sender, otherwise all  
correspondence is invariably delivered at  
the nearest place of business.

3. Boxholders who desire to send Cir-  
culars, Dividend Warrants, Invitations, Cards,  
&c., all of the same weight, to addresses in  
Hongkong, or the other ports of China, may  
deliver them to the Post Office unsealed, the  
postage being then charged to the sender's  
account. Each batch must consist  
of at least ten.

4. Boxholders may also send Patterns  
to the same places in the same way. En-  
velopes containing Patterns may be wholly  
closed, if the nature of the contents be first  
stipulated or stated to the Postmaster  
General, and may be opened by him, and  
approved by him. Printed Circulars may  
be inserted in such Pattern Packets.

The Post Office declines all responsibility  
for Unregistered Letters containing Bank  
Notes, Coins, or Jewellery, and where Re-  
gistration has been neglected, WILL MAKE  
NO INQUIRY into alleged losses of such  
letters.

**Parcel Post to the United Kingdom.**  
Parcels not exceeding 11 lbs. in weight  
are received in Hongkong and at British  
Post Offices in China, for transmission to  
the United Kingdom, by P. & O. Post  
via Gibraltar. No parcel is sent with the  
Overland Mail via Brindisi. Parcels there-  
fore arrive in London about eight days later  
than the Mail. Parcels may be sealed, but  
any parcel, even though sealed, is liable to  
be opened for examination.

Parcels must be posted in Hongkong  
before 3 p.m. on the day arriving from the  
Coast, &c., after this hour are kept for the  
following P. & O. Mail.

The Postage is 25 cents per lb., which  
includes Registration fee, and must be pre-  
paid in stamps. No further charge is made  
in the United Kingdom except for Customs  
duties. No parcel must be more than 3 feet 6  
inches in length, or 6 feet in greatest length  
and girth combined. A receipt is given for  
each Parcel.

The sender must fill up a form of Customs  
Declaration, which can be obtained free at  
each Post Office. No parcel can be accepted  
till this is completely and accurately  
filled. The only articles ordinarily sent  
from China which are liable to duty are  
Tea, Tobacco, and Gold and Silver plate.

Dangerous or perishable goods, articles  
likely to injure the Mails, Liquids (unless  
sealed in special packets), or parcels easily  
crushed, such as hand-axes, are prohibited. No  
parcel can be received if its value exceeds \$50.  
A Parcel may contain a letter to the same  
address as that of the Parcel itself, or an-  
other Parcel to the same address. No  
other enclosures are allowed.

With regard to inward Parcels, addressees  
are requested to observe that the Parcel  
Mail is not opened until the ordinary dis-  
tribution of letters, &c., is finished. The  
postage on Parcels at Home is 10¢ per lb.,  
the Regulations are generally similar to the  
above, and the Parcels are sent out via  
Gibraltar.

**Indemnity for the Loss of a Registered Article.**  
The Post Office is not legally responsible  
for the safe delivery of Registered correspon-  
dence, but it is prepared to make good the  
contents such correspondence lost while  
passing through the Post, to the extent of  
\$10, in certain cases provided.

1. That the sender duly observed all the  
conditions of Registration required.

2. That the letter was securely enclosed  
in a reasonably strong envelope.

3. That application was made to the  
Postmaster General of Hongkong immedi-  
ately the loss was ascertained, the envelope  
being invariably forwarded with such appli-  
cation unless it also is lost.

4. That the Postmaster General is satisfied  
that the loss occurred whilst the correspon-  
dence was in the custody of the British  
Postal administration in China, that it was  
not caused by any fault on the part of the  
sender, by destruction by fire, or shipwreck,  
nor by the dishonesty or negligence of any  
person not in the employment of the  
Hongkong Post Office.

5. No compensation can be paid for mere  
damage to fragile articles such as portraits,  
watches, handomely bound books, &c.,  
which reach their destination, although in a  
broken or deteriorated condition.

**Misdirected or Delayed Correspondence.**  
When correspondence has been misdirected  
or delayed (both of which are liable to  
happen occasionally) all that the addressee  
need do is to note on the cover, *Sent to*  
*me by the Post Office*, or *Received at 7 p.m.*, or as the case  
may be, and forward it without any  
other writing whatever to the Postmaster  
General. This should be done on the first  
time cause of complaint occurs; it is a  
mistake to let such matters pass for fear of  
giving trouble, a course which generally  
gives more trouble in the end.

**Fees for Public Vehicles.**  
Chairs.  
IN VICTORIA WITH TWO PASSENGERS.  
Half hour, . . . \$ 1.00  
One hour, . . . 0.20  
Day (6 a.m. to 6 p.m.) 81.  
If the trip is extended beyond Victoria,  
half fare extra.

BEYOND VICTORIA, WITH FOUR PASSENGERS.  
Hour, . . . 0.60  
Three hours, . . . 1.00  
Day (6 a.m. to 6 p.m.) 2.00.

(With single driver).  
Quarter hour, . . . 0.10  
Half hour, . . . 0.15  
Hour, . . . 0.20  
Day (6 a.m. to 6 p.m.) 0.40.

NORTH-Victoria extends from Mount  
Davis to Gansuway Bay and up to the level  
of Robinson Road. If the vehicle is  
discharged beyond these limits half fare  
extra is to be allowed for the return journey.  
Extra drivers or drivers and extra hours to  
be paid proportionately.

## Merchant Vessels in Hongkong Harbour.

Exclusives of late Arrivals and Departures reported today.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at  
Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the  
Shipping or midway between each shore are marked ., in conjunction with the figures denoting the sections.

**Section.**  
1. From Green Island to the Gas Works.  
2. From Gas Works to Jardine's Wharf.  
3. From Jardine's Wharf to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. & O. Office.  
5. From P. & O. Office to Peddar's Wharf.  
6. From Peddar's Wharf to